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KNOOP, DOUGLAS. *Outlines of Railway Economics*. Pp. xvi, 274. Price, \$1.50. New York: The Macmillan Company, 1913.

ELLIOTT, HOWARD. *The Truth About the Railroads*. Pp. xxi, 259. Price, \$1.25. Boston: Houghton, Mifflin Company, 1913.

The book on *Railway Economics* by Mr. Knoop, lecturer at the University of Sheffield and at the Midland Railway Institute, contains an instructive account of railroad rate-making and railroad regulation in Great Britain. British railroads being operated by private companies are of particular interest to the American reader. The demand for an increase in freight rates, which is now the topic of widespread discussion in the United States, has already been granted in the United Kingdom. So too the problem of railway combination and consolidation has been decided in that country; and British railways are likewise being subjected to an increasing amount of public regulation. The volume contains several instructive chapters on the methods of making freight rates and fares in Great Britain, outlining fully the conditions which influence rates. It similarly describes the methods of making the British freight classification, and the way in which passenger fares on British railroads are made. The various forms of railroad combination are divided into two groups: first those which cause the parties to the agreement to have one management, and second, those which leave each party to the agreement under independent management. Railway combinations of the first type are brought about by amalgamation, by lease, by a so-called "working union," and by working agreements. Those of the second type result from the conferences of railway officials meeting at the Railway Clearing House, from pooling arrangements whereby earnings are divided, from agreements concerning the division of territory, and from agreements to facilitate the handling of through traffic. Coöperation has long superseded competition in Great Britain, and railway combinations have been legalized.

The author does not under present conditions look with favor upon the tendency to increase the strictness of public control. His opinion is not unlike those of many American railway managers. "At the present time," says Mr. Knoop, "the proprietors of the railway companies find themselves being gradually deprived of the power of conducting their undertakings on business lines. They have to bear the whole of the risks, yet new conditions, involving considerable increases of capital and working expenses, may be imposed on them from outside. That the state should exercise control over privately owned railway undertakings is most desirable, but a position in which the state assumes no financial responsibility of any kind, while imposing from time to time new conditions which restrict the powers of the managements and affect the profits prejudicially, may easily become unfair." The volume closes with an account of the discussion which has recently arisen in Great Britain concerning the ownership of British railroads by the state.

The book entitled *The Truth About the Railroads* by Mr. Howard Elliott is similar to the volume by Mr. Knoop only in that it contains similar views concerning the future increase of public control in the United States. It consists of a series of addresses which were delivered on various occasions by the recently selected chief executive of the New York, New Haven and Hartford

Railroad Company. The tenor of the volume is a plea for a cessation of hostile public sentiment, and for an era of friendly coöperation between railway companies, railway employees and shippers. Mr. Elliott summarizes the present difficulties of American railways as follows: "Upon the one hand there is a critical public. Upon the other, the railroads are struggling with the forces which are causing rates to remain stationary or to decline, causing wages to rise or to remain stationary, bringing demands from a prosperous and luxurious people for increasingly expensive facilities and service, and causing taxation to rise at an alarming rate. These four forces are all at work reducing the margin between income and outgo and making it more and more difficult for the owners of railroad properties to keep their lines in suitable condition to carry on the business of the country, and to obtain a return commensurate with the risk of the business and sufficient to attract further investment."

G. G. HUEBNER.

University of Pennsylvania.

KOSER, REINHOLD. *Friedrich der Grosse. Volksausgabe.* Pp. 533. Price, 6 m. Stuttgart: J. G. Cotta'sche Buchhandlung Nachfolger.

Those who lack the time to read Koser's three volume *History of Frederick the Great* will be grateful for this compact biography in one handy volume by the most competent living authority. This book was prepared to satisfy the popular interest that developed on the occasion of the two hundredth anniversary of Frederick's birth, and it naturally emphasizes the personal element. It consists mainly of extracts from the large work suitably linked together with connecting narrative, so that it does not give the impression of a mosaic. "Those chapters of the large work which are primarily of biographical interest, excluding the technical details of diplomatic, military, and administrative history are reproduced practically complete." The first chapter is an excellent summary in thirty-three pages of the author's small work *Frederick the Great as Crown Prince*. The book realizes excellently the purpose of the author to give a comprehensive, clearly-defined picture of the career and personality of the famous autocrat.

ROSCOE J. HAM.

Bowdoin College.

LAMPRECHT, KARL. *Deutsche Geschichte der jüngsten Vergangenheit und Gegenwart. Erster Band.* Pp. 518. Price, 8 m. Berlin: Weidmann'sche Buchhandlung.

In 1909 Professor Lamprecht published the final volume of his well-known *Deutsche Geschichte*, of which the first appeared in 1891. The first five volumes—through the reformation—came in rapid succession, after which there was a long halt. From 1901 to 1904 he wrote three substantial volumes on recent German History—the "Ergänzungswerk." Then in extremely rapid order appeared the remaining seven volumes of the main work. After a brief interval Professor Lamprecht again took up the subject-matter of the *Ergänzungswerk* and planned out a new work in six volumes, which he entitles *Deutsche Geschichte der jüngsten Vergangenheit und Gegenwart*.